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## Congress of the United States

### House of Representatives

COMMITTEE ON TRANSPORTATION  
AND INFRASTRUCTURE

SUBCOMMITTEE ON AVIATION  
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT  
SUBCOMMITTEE ON  
WATER RESOURCES AND ENVIRONMENT

COMMITTEE ON VETERANS' AFFAIRS

CHAIRMAN  
SUBCOMMITTEE ON  
OVERSIGHT AND INVESTIGATIONS

COMMITTEE ON  
SCIENCE AND TECHNOLOGY

SUBCOMMITTEE ON  
TECHNOLOGY AND INNOVATION

September 15, 2010

The Honorable Byron Dorgan  
Chairman  
Senate Committee on Commerce, Science and Transportation  
Subcommittee on Aviation Operations, Safety and Security  
427 Hart Senate Office Building  
Washington, DC 20510

Dear Chairman Dorgan:

As the Subcommittee on Aviation Operations, Safety and Security prepares for its hearing on September 16, 2010 concerning the Reagan Washington National Airport (DCA) perimeter rule, I wish to call your attention to the broad, bipartisan support that H.R. 1941 has received so far in the U.S. House of Representatives, as well as support for inclusion of H.R. 1941 in a final F.A.A. Reauthorization bill.

As you know, the perimeter rule has long discriminated against passengers from western states like Arizona by severely restricting the number of non-stop flights from cities located more than 1,250 miles from DCA.

H.R. 1941 would increase the number of long-distance flights into and out of DCA without adding additional takeoffs or landings at DCA, while also protecting service to smaller cities located within the 1,250 mile perimeter.

Under H.R. 1941, which has 31 bipartisan cosponsors, carriers that currently have slots at DCA would be permitted to convert flights now serving large hub airports inside the perimeter into flights serving airports outside the perimeter. The approach would ensure that small and medium-sized communities inside the perimeter would not be adversely impacted.

In June, a bipartisan coalition of 25 House members sent a letter to Chairman James Oberstar at the House Committee on Transportation and Infrastructure, urging the inclusion of H.R. 1941 in a final F.A.A. Reauthorization bill. Enclosed is a copy of that letter.

I hope you will consider H.R. 1941 at tomorrow's hearing, and will consider including it in a final F.A.A. Reauthorization bill.

Sincerely,

A handwritten signature in blue ink that reads "Harry E. Mitchell". The signature is written in a cursive, flowing style.

Harry E. Mitchell  
Member of Congress

Cc The Honorable John D. Rockefeller

**Congress of the United States**  
**Washington, DC 20515**

June 21, 2010

The Honorable James L. Oberstar  
Chairman  
Committee on Transportation  
and Infrastructure  
U.S. House of Representatives  
2165 Rayburn House Office Building  
Washington, DC 20515

The Honorable John L. Mica  
Ranking Member  
Committee on Transportation  
and Infrastructure  
U.S. House of Representatives  
2163 Rayburn House Office Building  
Washington, DC 20515

The Honorable Jerry F. Costello  
Chairman  
Committee on Transportation  
and Infrastructure  
Subcommittee on Aviation  
U.S. House of Representatives  
2251 Rayburn House Office Building  
Washington, DC 20515

The Honorable Thomas E. Petri  
Ranking Member  
Committee on Transportation  
and Infrastructure  
Subcommittee on Aviation  
U.S. House of Representatives  
2251 Rayburn House Office Building  
Washington, DC 20515

Dear Chairman Oberstar, Ranking Member Mica, Chairman Costello and Ranking Member Petri:

As you work to reach agreement with the Senate on a final F.A.A. Reauthorization bill, we respectfully urge you to press for inclusion of H.R. 1941, a bill to allow additional flights beyond the "perimeter rule" restriction at Washington Reagan National Airport (DCA), in the final package.

As you know, the perimeter rule restricts non-stop access to DCA from airports located more than 1,250 miles from DCA.

In recent years, Congress has allowed very limited and controlled exemptions to the perimeter rule. Yet, currently, only a dozen nonstop flights are permitted daily between Washington National and the entire western United States—four flights to Denver, three to Phoenix, two to Seattle, one to Las Vegas, one to Los Angeles, and one to Salt Lake City.

H.R. 1941 would increase the number of long-distance flights into and out of DCA without adding additional takeoffs or landings at DCA, while also protecting service to smaller cities located within the 1,250 mile perimeter.

Under H.R.1941, carriers that currently have slots at DCA would be permitted to convert flights now serving large hub airports inside the perimeter into flights serving airports outside the perimeter. The approach would ensure that small and medium-sized communities inside the perimeter would not be adversely impacted.

Thank you for your consideration.


Sincerely,



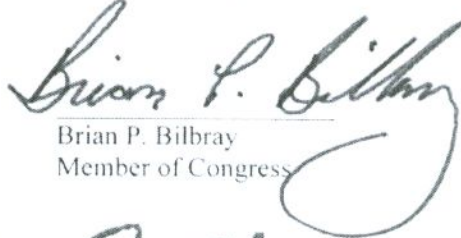
Harry E. Mitchell  
Member of Congress



Dean Heller  
Member of Congress



Shelley Berkley  
Member of Congress



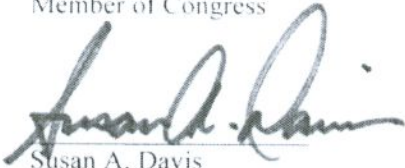
Brian P. Bilbray  
Member of Congress



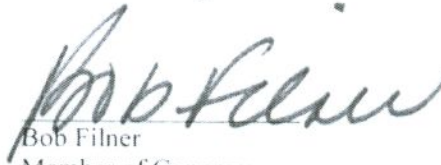
Rob Bishop  
Member of Congress



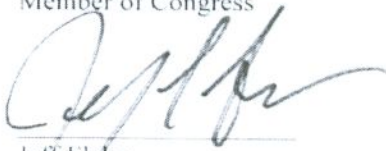
Jason Chaffetz  
Member of Congress



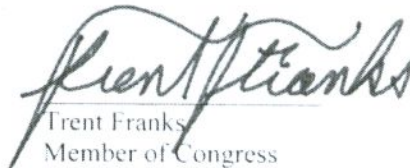
Susan A. Davis  
Member of Congress



Bob Filner  
Member of Congress



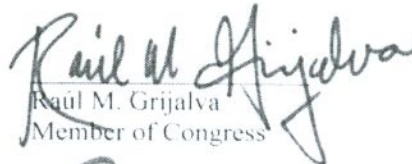
Jeff Flake  
Member of Congress



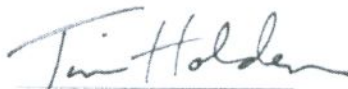
Trent Franks  
Member of Congress



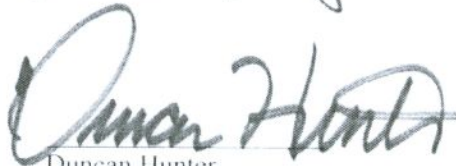
Gabrielle Giffords  
Member of Congress



Raúl M. Grijalva  
Member of Congress



Tim Holden  
Member of Congress



Duncan Hunter  
Member of Congress

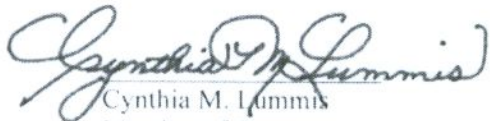


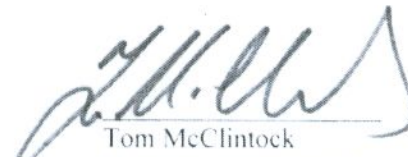
Darrell E. Issa  
Member of Congress

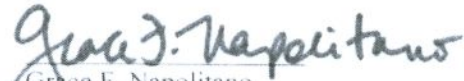


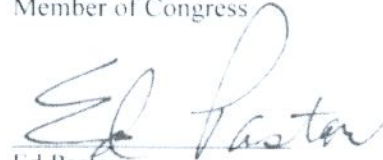
Ann Kirkpatrick  
Member of Congress




  
Cynthia M. Lummis  
Member of Congress

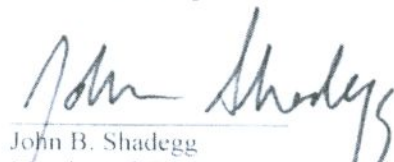
  
Tom McClintock  
Member of Congress


  
Grace F. Napolitano  
Member of Congress

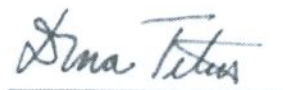
  
Ed Pastor  
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Edward R. Royce  
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Adam B. Schiff  
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John B. Shadegg  
Member of Congress

  
Heath Shuler  
Member of Congress

  
Dina Titus  
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